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COUNTRY	East Germany	REPORT	25X1
TOPIC	Oranienburg Airfield		
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			
DATE OBTAINED		DATE PREPARED	26 October 1955 25X1
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	
REMARKS			
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1. The following air activity and aircraft were observed in the Menz-Fuerstenberg/Havel area between 2 and 13 September 1955:

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2 September. At about noon, it was observed from Highway No 167, that four aircraft, presumably Il-28s, landed at Finow airfield in elements of two.

7 September. Between 2200 and 2300, noise produced by jet engines was continuously heard in the Menz-Fuerstenberg/Havel area. Number and altitude of these planes could not be determined.

8 September. At about 1400, three formations of three aircraft, presumably Il-28s, flying at an altitude of about 2,000 meters were observed in the Fuerstenberg/Havel air space.

13 September. At about 0700, at noon, and again at 1400, an aircraft, presumably an Il-28, was observed flying over Menz. Each time this aircraft was seen, another aircraft, thought to be a MiG-15, followed. Both aircraft were at an altitude of about 1,500 meters, but the second aircraft, although it was flying at the same rate of speed as the first, maintained a distance of about 200 meters behind. The flight direction was from west to east and then north to south.

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2. The following shipments were observed at Oranienburg freight station between 8 and 20 September:

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8 September. At 0828, train coming from Boehlen. At 1117, one shipment consisting of 12 4-axle tank cars, each with a capacity of 42 tons, dispatched to Eden. At 1059, one shipment consisting of 5 4-axle tank cars, each with a capacity of 42 tons was shunted to the spur track.

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13 September. At 0450, train coming from Frankfurt/Oder-border. At 0710, one shipment consisting of 1 boxcar occupied by personnel wearing black-bordered blue epaulets, 5 closed boxcars, each with a load of 16 tons, two flatcars with sideracks, each loaded with two new tank trucks was dispatched to Eden.

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19/20 September. At 2045, train [] coming from Rangsdorf/Berlin. At 0630, one shipment was dispatched to Tien. The shipment consisted of 2 boxcars occupied by personnel wearing black-bordered blue epaulets, 2 empty boxcars, and 5 flatcars with sideracks, each loaded with a pyramidal crate, about 6 meters long, 3 meters high, and with a weight of 12 tons. Each crate filled an entire car. ²

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3. The following air activity and aircraft were observed at Cranienburg airfield between 14 September and 3 October:

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14 and 16 September. Between 1215 and 1415, there was no air activity. There were at least 34 Il-28s or U-Il-28s and 2 Li-2s parked at the field.

17 September. At about 0800, air activity started. Prior to 1100, 21 individual take-offs by Il-28s or U-Il-28s were counted, but the number of aircraft could not be determined. At about 0910, about 32 Il-28s or U-Il-28s were seen at the parking area.

19 September. In the morning, 6 Po-2s and 1 Yak-14 made local flights of about 15 minutes duration. Between 1300 and 1330, 4 Il-28s practiced flying. At about 1245, about 34 Il-28s or U-Il-28s were seen at the parking area.

20 September. Between 2100 and 2200, there was no air activity.

23 September. Before air activity started, there were at least 28 Il-28s or U-Il-28s observed at the parking area. At about 1000, U-Il-28s [] and Il-28s []

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[] made local flights. During air activity, 2 radio trucks with extended antennas 6 meters high, 2 ambulances, 1 sedan and a few trucks were parked east of the northern runway end.

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26 September. Between 1045 and 1315, there was no air activity. There were at least 32 Il-28s or U-Il-28s observed.

28 September. Before air activity started, 34 Il-28s or U-Il-28s were parked at the field. At 0938, one Il-28 took off, crossed over the field several times, and remained aloft for about 65 minutes.

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30 September. Between 0830 and 0930, one Il-28 took off. There seemed to be more aircraft parked at the field than on the preceding day.

3 October. About 32 Il-28s or U-Il-28s and 2 Li-2s were parked at the field. In the morning, 6 Po-2s and 1 Yak-14 made local flights. At 1300, there was air activity by U-Il-28s []. The latter aircraft appeared to be new; its fuselage and wings had a brighter gleam than the other aircraft. ³

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5. Army soldiers were observed about 30 meters northwest of the radio truck, which was located between Eden stop point and Leegerbrucher Weg. A new radio truck with an antenna mast, 12 meters high, has been observed parked 10 meters away from this point, since 26 September. Air force soldiers were seen near this new installation.

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6. On 28 September, 36 air force officers were observed on the road between Weisse Stadt settlement and Cranienburg airfield. The officers wore visor-type caps, with golden ornaments on the visor, black double-breasted field jackets with fur-line collars, breeches and long soft leather boots. Each man had a cloth bag, about 5 x 25 x 30 centimeters large, which hung from his shoulder by a cloth strap. Also each one carried a folded up leather cap, fitted with a ribbed hose, about 15 centimeters long and 3 centimeters in diameter.

7. The following observations were made at the Sachsenhausen concentration camp: As compared to other observations made in mid-September, the occupation strength of Sachsenhausen concentration camp seemed to be increased.

26 September. Between 1300 and 1330, 11 trucks, each occupied by about 24 Soviets wearing red-bordered black epaulets and red-bordered black epaulets with artillery insignia, came from the direction of the town and entered the camp through the gate at Trift-Strasse. Five of the trucks towed a 85-mm AA gun covered with tarpaulins, while the other 6 trucks towed a tarpaulin-covered gun, presumably a field howitzer. Soviets with red hand flags controlled the traffic at the intersection of Bernauer-Allee and Schuetzen-Strasse.

25 to 26 September. During the night, four trucks occupied by about 20 Soviets passed the Schuetzen-Strasse and entered the camp through the gate at Trift-Strasse.

1 October. At 1215, three trucks occupied by women and children, coming from Sachsenhausen, moved into the camp. Several buildings at Jaeger-Strasse were again occupied by Soviet officers' dependents.

29 September. At 1710, 6 details, 2 of which consisted of 18 men each, 2 with 22 men each, 1 with 85 men, and 1 with 65 men, all of them wearing red-bordered black epaulets moved from the camp to the Schuetzenhaus. There also were about 25 women, wearing civilian clothes involved in this movement. At about 2100, the Soviets returned to the camp.

2 October. Three details, each with about 60 Soviets wearing red-bordered black epaulets and red-bordered black epaulets with artillery insignia moved from the camp to the Schuetzenhaus. These details were lead by three officers. Fifty women were also involved in this movement.

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30 September. Between morning and dawn, all military motor vehicles passing the intersection of Lehnitz-Strasse and Bernauer Allee were heavily controlled by two officers and 4 Soviets who wore red-bordered black epaulets. ⁴

8. Between 0840 and 0930 on 27 September, several formations of 8, 3, and 29 Il-28s, respectively were seen in the Falkensee air space. ¹

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1. Comment. Formation flying was presumably practiced within the framework of air force exercises and in exercises with the Third Shock Army, which were held at the Letzling Heath in late September 1955. Three Il-28s were used for target representation at Finow airfield.

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2. Comment. Crate shipments dispatched from Rangsdorf were reported previously. About 30 crates each containing a conventional aircraft but of an undetermined type were permanently stored at Rangsdorf airfield.

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3. Comment. Cranienburg airfield is still occupied by a bomber regiment equipped with 28 to 30 Il-28s and by a unit, thought to be a reconnaissance unit, with 12 to 14 Il-28s. The information that new aircraft numbers were observed on the noses of aircraft was received previously. The correctness of the information ¹ was observed on an Il-28 and not on a C-11-28 is doubted.

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4. Comment. Some of the AAA units employed in the protection of Cranienburg airfield is quartered in the former Sachsenhausen concentration camp.

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